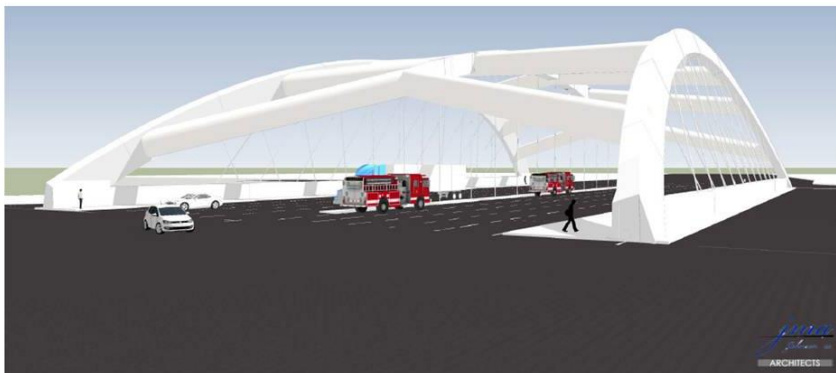




LBJ EAST TIMELINE

TIMELINE	ACTION
1969 I-635 LBJ opened	
1990s I-635 LBJ “Ultimate” planning and design	20 years after I-635 opened, TxDOT began the design for capacity expansion, called “LBJ Ultimate.” But there was no funding to build it. The Legislature would not increase gas taxes and diverted transportation funds to other priorities. However, the Legislature created ‘tools’ in the funding toolkit, called “ <i>tolling managed express lanes.</i> ”
2003 LBJ Ultimate redesigned	By 2003, LBJ Ultimate was redesigned to include express toll lanes, approved by the public, and environmentally cleared by the federal government. But there was only enough funding for LBJ West, not LBJ East.
2006 LHAIA TxDOT Task Force	A group of Lake Highlands residents – the Lake Highlands Area Improvement Association – formed a task force to accelerate a critical component of LBJ East, the Skillman/Audelia Interchange. They took the 80:20 view: if you can’t have the whole thing, seek one piece with the most impact.



The Skillman span bridge design allows for the future LBJ Ultimate expansion.

This design allows for the later reconstruction of the lanes beneath the bridge.

The City of Dallas provided \$3.6M of bond money for planning, federal approval, environmental clearance and detail design. This collaborative effort with the community, TxDOT and Council of Government (COG) engineers led to a more efficient traffic solution, using 9 fewer acres of right of way (ROW), and opening 100+ acres for infill redevelopment in Lake Highlands (near a DART station).

An additional investment of time and money from the community, as well as TxDOT and COG, was spent on transportation modeling, feasibility studies, urban planning and landscape design.



	Skillman Bridge work continues...	... and LBJ East catches up
2014	FHWA schematic approved	
2015	Environmental plan approved	LBJ TEXpress west of 75 opens
2016	\$65M construction approved	Single TEXpress lane opens in each direction on LBJ East
2017	<ul style="list-style-type: none"> -ROW purchased -Utility relocations planned -Oncor begins relocation <p>TxDOT receives approval from City of Dallas and community stakeholders to wrap Skillman Bridge into overall LBJ East project</p>	LBJ East receives public approval to extend similar mixed-lane design as LBJ TEXpress; project scheduled to begin Spring 2018

Shovel-ready and fully funded in January 2016, work began on ROW purchases and utility relocations around the Skillman Bridge. Oncor recently installed the new tower bases.

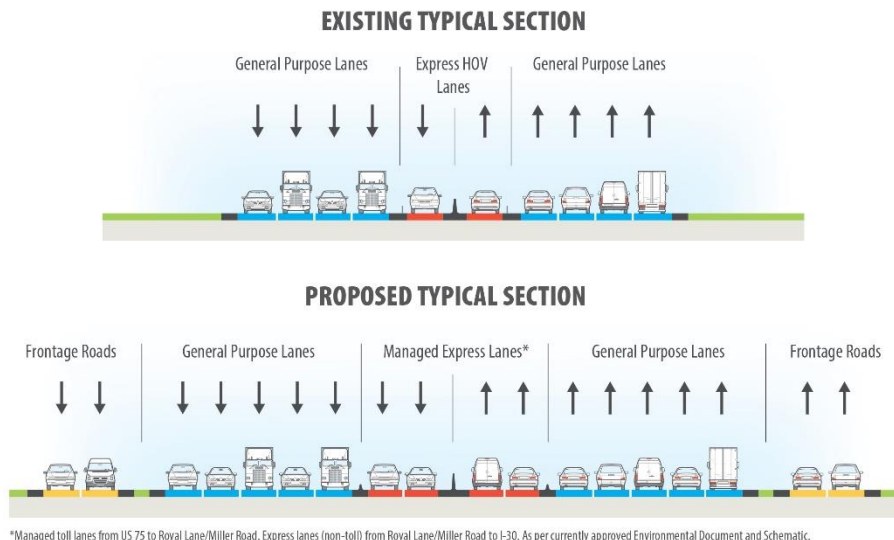
The LBJ sound walls project was also funded in January 2016 and is already under construction.

Meanwhile, after the 2015 completion of LBJ West, attention turned back to LBJ East. Schematics for the LBJ East project were updated and presented for public approval January 31, 2017. Because it is more expedient to combine projects under the management of a single design-build contract, TxDOT, COG, the City of Dallas, and community stakeholders agreed in the summer of 2017 to consolidate the Skillman Bridge back into the overall LBJ East design-build project.

THIS LBJ EAST PLAN WAS APPROVED BY THE VOTING PUBLIC JANUARY 31, 2017

The “5-2-2-5” configuration:

- Expands free main lanes from 4 lanes to 5 lanes in each direction
- Adds 4 center optional express toll lanes
- Provides 2 to 3 continuous frontage roads each direction



A Victim of Politics in Austin

2015 -83rd Legislature No result
 -Hall/Huffines delegation mtgs No result

With new lawmakers in Austin who campaigned on a “no toll roads” platform, the 2015 and 2017 legislative sessions failed to produce viable alternatives, creating delays that are costing taxpayers about \$5 million per month.

2017 -84th Legislature No result
 -LBJ East & Skillman Bridge **Shelved**
An unwelcomed holiday surprise!

Under political pressure, the Texas Transportation Commission (TTC) voted December 14, 2017 to remove LBJ East, as designed, from the 10-year Unified Transportation Plan.

2018 Lake Highlands goes to Austin January 25

In January 2018, the TTC attempted to pass a new plan that would build only a portion of the main lanes, remove the optional express tolled lanes completely, and force our neighborhood to face a piece-meal project that could take 10-15 years of construction to complete. The vote was removed from the agenda.

And so we sit – still stuck on LBJ East. It’s time for #LBJNOW.